and other officials and guests on the Brooklyn side, the Brooklyn contingent lost no time in setting out over the bridge to meet the Mayor half way.

As the Brooklyn party approached the central span it halted, and President Swanstrom and Commissioner Lindenthal, with Alderman Holler, chairman of the Board stroin and Commissioner Lindenthal, with Alderman Holler, chairman of the Board of Aldermen's committee of arrangements, as an escort, advanced all by themselves to meet the Mayor. While Alderman Holler stood by to see that the greetings were exchanged according to the rules of official etiquette, Mayor Low shook hands with the Brooklyn officials. Then the forces were united and the march across the bridge was resumed.

While all this was going on Police Inspector Sylvester D. Baldwin had made very comprehensive police arrangements for taking care of the crowd at the Brooklyn end. Around the bridge plaza In-

for taking care of the crowd at the Brooklyn end. Around the bridge plaza Inspector Baldwin had distributed 500 patrolmen, and back of the hollow square which
they made were four ambulances, with
two surgeons attached to each, and three
patrol wagons. Inspector Baldwin had
evidently concluded to take no chances
with the possibilities of the crowd at the
Bracklyn cod and as result perfect order. Brooklyn end, and as result perfect order

THE CERBMONIES IN BROOKLYN. The procession arrived at the Brooklyn end of the bridge at 2:15 o'clock, Alderman Holler in a shiny silk tile marching proudly at the head. It was noticed that the only woman in line was Miss Bigelow, daughter of the venerable John Bigelow, who walked with her father across the

who wanted with her latter across the bridge.

As the Mayor stepped from the bridge structure to the soil of the borough of Brooklyn another salute of twenty-one rockets are fred. As soon as the officials and lyn another salute of twenty-one rockets was fired. As soon as the officials and guests had assembled in the grand stand directly opposite the Brooklyn entrance to the bridge. Alderman Holler stepped upon the speakers' platform, bowed low to the assemblage of men and women in front of him and said:

We are now ready to begin the ceremony We are now ready to begin the ceremony of opening to the public the second and the greater of the two steel bonds which join our boroughs into one. Though separated by the river, we have always been one city in sympathy, one in mind, one in heart. These bridges are only visible expressions of a unity which has always existed.

I now have the honor of introducing to you a clergyman who as rector of Christ Church, Brookign, is known throughout all the boroughs, both as a preacher and citizen, the Rev. Dr. James Henry Darlington.

With this introduction Alderman Holler made a sweeping left gesture and some of

made a sweeping left gesture and some of those on the grand stand looked in the direction toward which his hand pointed. They saw a conspicuous banner strung on poles about 200 feet to the north of the grand stand. It bore the following legend:

Eastern District Board of Trade. Roebling Street.

A direct connecting highway to Greenpoint and Ousens Borougn.

What do you taile of it?

Below the inscription on the banner were the names of the members of the Eastern District Board of Trade.

It seemed to be evident from this that the people of the Eastern District intended the people of the Eastern District methods to get all that was coming to them commercially out of the celebration.

While the people on the grand stand were still looking at the banner the Rev.

Dr. Darlington offered an invocation.

LINDENTHAL'S SPEECH. Bridge Commissioner Lindenthal then

Mr. Mayon: It is my agreeable duty to officially announce to you, as the nead of the MR. MATOR: it is my agreenice duty to officially announce to you, as the head of the city's government, that after seven years of continuous and difficult work the second bridge across the East River is completed, so that street traffic can piss over it from

so that strest traffic can plass over it from now on without interruption.

This structure is to-day the heaviest suspension bridge in existence, and the largest bridge on this continent. It is twice as strong as the Brooklyn Bridge. The imposing and stately stone towers of the Brooklyn Bridge give that surreture the appearance of great strength, but in the steel towers of the new bridge, and in all its other elements, a greater power of resistance is hidden.

The bridge has a width one-half greater than that of the Brooklyn Bridge, and will, therefore, be better able than that avenue to meet the never ceasing and ever increasing traffic between the two parts of New York city eparated by the East River.

So far as engineering science can foretell with confidence, this colossal structure, if protected against corrosion, its only deadly enemy, will stand hundreds of years in unpaired strength. Small as the traffic over the bridge may be at first, it will no doubt grow to ever increaser to the bridge may be at first, it will no doubt grow to ever increaser to be bridge at the rate of 120,000,000 passengers per year, a traffic volume which had never been dreamed of by the builders of that bridge in their most extravagant enthusiasm.

traffic volume which had never been dreamed of by the builders of that bridge in their most extravagant enthusiasm.

Our city will be preeminently the city of great bridges, representing emphatically to centuries to come the civilization of our age, the age of iron and steel. A time must come, not many generations distant, perhaps not more distant than the crusades in the past, when the building of such colossal structures will cease because the principal material of which they are moulded—that is iron and steel—will not be longer obtaliable in sufficient quantity and cheapness. When the iron age has gone the greats steel bridges of New York will be locked upon as even greater monuments than they are now.

THE BRIDGE BUILDER. THE BRIDGE BUILDER.

To those who heard Commissioner Lin-denthal's address and who have also been familiar with the Commissioner's apparent unfriendliness to Leffert L. Buck, the chief engineer of the bridge, it was not particularly surprising that Mr. Lindenthal refrained from making any mention of Mr.

Mayor Low made up for whatever the showing official appreciation of the weak done by the engineer who designed the structure. Right at the beginning of his address the Mayor said:

address the Mayor said:

And I want to speak especially of the gratitude which the city should feel and the appreciation which it should show to the engineer under whose supervision this bridge has been built. I refer to Mr. Leffert L. Buck.

built. I refer to Mr. Leffert L. Buck.

That was the signal for cheering and applause in Mr. Bu k's honor which lasted nearly five minutes. The chief engineer of the bridge was sitting alongside Commissioner Lindenthal, who never moved a muscle of his face while the demonstration was being made. Finally Mr. Bu k felt that he must make some acknowledgment of the applause and he arose and bowed to the audience.

While he was standing there the Mayor referred to Mr. Bucks brilliant record in the civil war and added that he took the occasion to pay a tribute not only to the engineer, but to recall the obligation to the citizen who hazarded his life for the preservation of the Union.

THE MAYOR'S ADDRESS.

Continuing the Mayor said:

No such achievement as this bridge is ever the work of a single man. To all who have taken part in it, to the successive Mayors, boards of trustees, Bridge Commissioners, engineers, contractors and others who have had part on it. I offer the city's thanks; and especially to those of every handleraft who have dope the actual work in the shop and on the spot, below water and above, upon the bridge itself.

No less than thirty-one men have lost their lives in the process of its construction, as if by Such sacrifice to consecrate the bridge not only in the esteem but also to the service of their fellow men. It sometimes seems as if no work of any kind of enduring value was ever completed except at the cost of human life. It is as though it were only when men build their lives into their work that the work itself becomes worthy to endure. Continuing the Mayor said:

when men build their lives into their work that the work litself becomes worthy to endure.

When this bridge was designed, seven years ago, a plaza was provided at each end, as if that were all that were necessary. Doubtless, some realized, even then, that the bridge would necessitate a costly rearrangement of its street approaches; but nothing further was then done. In Manhaitan, a plaza 200 feet square has now been provided for, and Delancey street has been ordered to be widehed, from the bridge to the flowery, to a width of 150 feet. In the spring, the actual construction of this plaza and thoroughfare will be begun. A new street, eighty feet in width, continuing Delancey street to Elm street, has also been laid down upon the map: but the work of construction here has not been authorized by the local board.

On the brooklyn side, a large plaza has been created, and alternative plans have been submitted for the cutting through of Grand street to the plaza and for the widening of Roebling street to the north. The opening of Grand, street through to the plaza seems to be clearly wise.

The widening of Delancey street from the bridge to the flowery will displace 5,000 people, compelling them to find new homes: and the creation of the Brooklyn plaza has displaced beaut 3,000 more. It is estimated that me e than 10,000 people have already been displaced in Manhattan by the construction of this bridge. Thus almost 20,000 people have been compelled to seek new

homes by reason of this enterprise. This seems to be the occasion to make acknowledgment to the many thousands of our fellow citizens who have thus submitted to inconvenience in the public inter \$1.

The necessity for this street development comes, as I have said, from the new conception of an East River bridge as part of the thoroughfare system of the city, and that conception itself has only been really brought home to the people by the actual use of the Brooklyn Bridge. It is an interesting commentary on this demand that, with the exception of the abortive widening of liberty street in Brooklyn, nothing has yet been done to improve corditions at either end of this great structure.

to improve conditions at either end of this great structure.

I think the time will come when the city will cease to make a railroad yard out of the land lying between Sands street and the Borough Hall of Brooklyn. By providing for through communication between the various bridges, thus doing away with the necessity for a railroad yard at this point, and by deflecting the tracks in Brooklyn to the north, an opportunity can be had, at comparatively little expense, for providing a wide thoroughfare from the Brooklyn end of the bridge to the Brooklyn Hall. This would give to Brooklyn what it greatly needs and deserves—an entrance that can be made both attractive and interesting. Borough President Swanstrom spoke brie y and Borough President Cantor spoke at great length.

HIP! HIP! M'CARREN! Then Senator Patrick Henry McCarren, who introduced in the Levislature the bill providing for the Williamsburg Bridge, was introduced. When he arose he not almost as many cheers as did Mr. Buck. When the Senator could make himself heard he said in part: he said in part:

When the Senator could make himself heard he said in part:

As soon as the bridge, the opening of which we celebrate to-day, is completed finally with all its facilities for transportation by elevated and surface cars and its roadways for vehicle and other traffic, it will furnish the most impressive object lesson for the erection of other bridges as good, if not better, than this one. The improvements made in the work of bridge building render it comparatively easy to erect a bridge in a much shorter space of time than was formerly required, as illustrated by the difference of time required to erect the original Brooklyn Bridge and the present one.

The march of business northward in the territory of the old city of New York must, of necessity, redound to the advantage of Brooklyn and its ontlying territory, and whatever administration may be in charge of the affairs of our city, upon it must devolve the task of providing the means of travel and communication that will be necessary for the accommodation of our growing population. Statistics show us that step population. Statistics show us that step population of Brooklyn increases 160 per cent, about every twenty years. With all the redwantages that can be given to Brooklyn's population will double itself in ten years, instead of twenty, as heretofore.

Father Lavelle, rector of St. Patrick's Cathedral, pronounced the benediction, and the exercises were over.

THE FIRST MAN OVER It was exactly 2:48 o'clock when Mayor Iow declared the Brid to formally opened and fifteen minutes later a sailor from the Brooklyn navy yard was the first unofficial person to walk over the bridge.

While the exercises were coing on a mill-

While the exercises were coing on a military and civic parade, including a company of United States marines, the Forty-seventh Re-iment, a G. A. R post or two, and practically all the Foard of Trade of Brooklyn's Fastern District, marched through the bridge plaza. Col. Edward E. Britton was the Grand Marshal.

NIGHT SHOW BEST OF ALL. Thousands Delighted When the New Bridge Spouted Fire.

Nobody will ever know how many hundreds of thousands of people saw the fireworks show on the new bridge last right. There was not a housetop within a mile of the river front for a mile above and below the foot of Delancey street that did not hold its applauding crowd.

The streets near the bridge were filled from house line to house line so that fast walking was impossible. South street was so packed from the towers of the cld Brooklyn Bridge to far above the curve in the river beyond the new bridge that every one had to stand in his tracks from the time the first burst of fire lighted the river until the last rocket spark went quivering down into the water.

On the Brooklyn side of the river the crowds were just as big. It was a mighty show. The people who live in that big bulge in the map of Man-

hattan which jute out into the Erst River above Catherine street have ret many free shows. The people on the other side of the river are not favored with screeous and extravagent displays very often, either. Never, probably, in the history of New York have so many oclors teen strewn through the sky as were hurled up from the long Williamsburg arch last night for the joy of the poorest and weakest very much more than for the pleasure of folks who have more money and who couldn't get near last night's display without a great deal of discomfort and effort.

A flaxen haired little girl perched on a hulking longshore nan's shoulder, down at the foot of Pike s reet, summed the whole thing up. Great festoons of sputtering green and red and silver and golden lights were popping away hundreds of fee above the bridge. The floa ing sparks were going in o fi s all on their own account and explicting in o variega ed showers all over a ain. Bombs burs, wi hin clouds of pink and golden s.ar dust left by other

The small girl grabbed her father by his hair and did her bes to break his upper ribs by drumming her tiny heels a ainst

ribs by drumming her timy heels a ainst his ches. She squealed and bounced.
"Ow! Ow, fader," she shrieled, "Icok at 'em a shootin' Christmas trees up inter de air! Ain't it gra-s-ind!"

And the father, laughing lovdind deep, tossed her and whoofed at a comp nion.
"Ther kid says they're a-firing Christmas trees at the sky, Bill," he shouted abovet the din. "Now what d'jer think of that!"
They both roared with celight.

trees at the sky, shi, he shotted above the din. "Now what d'jer think of that!"

They both roared with celight.

In all this glorious painting of the skies there was a programme. It was set down with numbers. This programme told of "flights of twenty mammoth pyrotechnic fire balloons displaying scintill ting streems of silver and gold fire, serpents and firefies." and "sauch sons in batteries, fired in volleys of twenty and producing winged dragons," and such like. But that wasn't the way things happened.

dragons. Find such like. But that wash the way things happened.

Along about ten minutes before 8 o'clock a shrill whistle, said to be that of the police boat Patrol, began squealing down under the new bridge. One whist easter ancher caught up the chorus. Out from the pier line on both sides came a volume of sound that beat and the nbled through the air until you could almost feel it nitting you, tanging, in the darkness. The roar graw louder and louder and all sorts of queer, shrill under tones began to wind their way through it. Every factory white and siren along

it. Every factory white and sireh along the river was doing its part.

Out in the middle of the stream a futile lot of rockets were spouting from the ceck of a steamboat, on which there was supposed to be a committee of Alcermen cisporting themselves. About this the big crowd neither knew nor cared. Nor cid it fully realize that the chain of lights ficating down the stream after this fire spouring

it fully realize that the chain of lights ficating down the stream after this fire spouting leviathan was the Great and Glorious Naval Parade. The people had come out to see fireworks, and for fireworks they waited. Five minutes of whistle smarchy went by. One by one the sounds grew less until the uproer of the thouse nds on thousends in the streets under the brings were audible again. It was very far from silence, but after the racket of the whistles, it seemed almost as though everything were still.

All this time the folks in the streets on both sides of the river were star-

on both sides of the river were star-ing up at the long, graceful curves of electric lights which outlined the piers and cables and roadway of the new bridge against the black night. In the middle of the arch was a tremendous Americ n flag formed of red, white and blue electric

lights.

One after another five or six twinkling trails of light went twisting spirally up, up, up into the air. After each one had gone skyward the dull report of the mortar from which it had been fired came down to the crowds. There was a moment of real college. In only several there was a moment of real college. In only several there was a moment of real college.

Something For The Children's Christmas

Will naturally suggest the " Children's Store " - with its unrivalled assortment of everything for young peoplenow even more abundantly supplied than usual with goods especially suitable for Holiday Gifts.

Neckwear, Handkerchiefs, Gloves. Furs, Leggins, Gymnasium and Athletic Goods, Boys' Dressing Gowns, Bath Robes and House Coats. Umbrellas, Canes, Etc., besides Toys, Dolls. Games and Books.

All at the lowest prices.

60-62 West 23d Street.

most a groan from the multitude.

Boom! Bang! Wow! Boom! Bang! the reports of bursting bomb; came cra-hing down from the sky. The groan changed instantly into a roar of delight. The twenty-one bomb ralute to the flag was marking the opening of the show.

The whole brilling the even 185,000 electric bulbs along along its outlines had made. While lights, each one as bright electric builds s.rung along its outubes and made. Whi eligits, each one as brigit as an arc light, burning with a clear, dazzling flame, brought out every bolt and bar, seemingly, of the long structure.

Just to the right of the electric flag, which faded incommently in this new illumination, blazed up a fire portrait of Andrew H. Green, the "Father of Greater New York"

York."

The white lights changed to different colors. The rict of fire and explosion and color began. It is ted for about an hour, and New York never saw anything like it before, nor did any cter cit, of this land. The little girl said it all when she suggested that the sky had become one big Christmas ties.

The litt e sky had become one big Carist has tive.

Now and then there occurred phases of the show which made men rise on their toos and yell and women shrick like mad in the excitement of the barbario beauty of the thing. For instance, there was the "fire Niagara," when a fall of sparks rushed in a torrent as broad as the span of the bridge, a wavering, swinging sheet of golden flame from the roadway down to the water, lasting for five minutes.

The populace also had ample opportunity and disposition to howl with appreciation at the portraits of Mayor Low, I Congressman Timothy D. Sullivan, whose constituents some thousands of the Manhattan spectators were; of Senator Patrick H. McCarren, who nursos in his long spare arms the political destinies of the crowd that was at the other end of the span, and of Mayor-elect George B. McClellan.

It had to end some time. The searchlights which had been playing on the flags at the top of the two towers were turned off. There were no more bombs, no more rockets. But for an hour or more people stood by thousands in the streets and looked up dazed, apparently, at the yellow outlines of the structure from which the wonders had come forth.

Not the least remarkable part of the show was the fact that no accidents re-

had come forth.

Not the least remarkable part of the show was the fact that no accidents requiring the attention of the ambulance surgeons occurred anywhere in all the crowded E at Side as a result of the celebration. There were 1,400 policemen on duty. But twice as many could not have revented accidents had it not been so thoroughly a happy, genial, holiday making crowd.

At the Police. Commissioner's suggestion the Brooklyn Bridge, which was by all odds the best place from which the show at the Williamsburg Bridge could be seen, was closed to pedestrians during the freworks display. Cen Greene was straid that toom my people would relize the advantages of the old bridge as a grand stand and that it would be overcrowded.

The disposition of the police toward

it would be overcrowded.

The disposition of the police toward the outgoing administration, however, was clearly manifested when patrolmen, roundsmen, sergeants and inspectors laughed at Gen. Greene a signature on passes designed to admit to the foot walk on the old Bridge persons who had proper business there. The passes were summarily turned down.

"Who s F. V. Greene now?" chuckled one roliceman, as a passholder turned one policeman, as a passholder turned

HOW THE FIREWORKS WERE SET OFF. As soon as the ceremonies on the new As soon as the ceremonies on the new bridge were over yesterday afternoon the roadway was closed to all visitors, and the fireworks men began to hustle to make their preparations for the night. Long laths bearing the golden fire which was to make the wonderful Niagara of flame later were run out over the river and secured at intervals of six or seven feet all acro. the pan. Cares of mortars were placed at safe distances one from another until the roadway looked like a warehouse floor. The frameworks for the fire portraits were fastened to the upper works of the elevated

railway support.

Hundreds of hand fire extinguishers and portable chemical engines were placed here and there along the big span. In-spector Cortright ordered all of his men specior Cortright ordered all of his men off the roadway before 8 o'clock. He said that the fireworks folks didn't need any policemen to watch them. A few companies of firemen were left with the fireworks operators to handle the ex-tinguishers in case of need. But there were no accidents here either. Not a man was burned or hurt. The 125 electricians who strung the bridge with the 115,000 feet of wire on which the electric ithts were displayed also escaped casual-

HARBOR FLEET'S SALUTE. Two Hundred Noisy Little Craft Parade Down the East River.

If there were few who saw the picturesque parade of harbortugs that preceded the fireworks, there was certainly no one within a three-mile raidius of the bridge. who missed hearing them. The captains of the two hundred or more craftthat fell in line constituted themselves a spontaneous committee of salutation and ap-

And when 200 captains, each with a lusty white at his command, get to work saluting, no one can mistake what is going on. The merchant marine parade, as it officially designated, was instigated and carried through by a voluntary association of men engaged in the tig and lighterage business in this harbor. Invitations to participate in it were sent to all the railroad con panies owning big fleets of tuge and also to most of the individual owners of small steam crast.
An elaborate set of rules was sent out,

giving the captains directions as to the end zvous, the fleet formation, the route and the signals and salutes. Capt. F. G. Osborn was appointed rear admiral in command of the parade and H. L. Des Anges acted as fleet captain. fleet was divided intos.x divisions.

The fleet was divided into s.x divisions, each in charge of a commodore.

Promptly at 6:45 o'clock, the time fixed by the rides for the assembling of the fleet off Newtown Creek, Capt. Osborn, aboard the steamer Nassau, ent up a white rocket as a signal for the boats to be in readiness. Promptly at 6:45 o'clock, the time fixed by the rules for the asiembling of the fleet off Newtown Creek, Capt. Osborn, aboard the steamer Nassau, sent up a white rocket as a signal for the boats to be in readiness to get under way. It looked then as if the marine parace would be a fizale. Not more than three or four tugs could be seen.

Capt. Osborn was walking the deck anxiously. "Well, I've done all I could. If the boats don't turn out it's not my fault," the boats don't turn out it's not my fault," side is luiit on natural sand. In each, 1,600 tons of calle anchor steel were used in the same, lecause of the varying are not the same, lecause of the varying depth of the same, lecause of the varying are not the same, lecause of the varying depth of the same, lecause of the varying are not the same, lecause of the varying are not the same, lecause of the varying depth of the sock leaw the river surface. Stiffening girdes of heavy steel were used on the calssons on the Manhattan side, lut where the calssons were carried down deeper than on the Manhattan side. The one on the Manhattan side rests on 3,500 piles, while the one on the Brooklyn side is luiit on natural sand. In each, 1,600 tons of calle anchor steel were used on the calssons on the Manhattan side. to get under way. It looked then as if the marine parace would be a fizale. Not more than three or four tugs could be seen. protested.

At 7 o'clock the captain sent up two more rockets as the signal to get under way. The Nassau pointed her nose down stream and, at the head of a feet that now

drifted away on the wind. There was almost a groan from the multitude.

Boom! Bang! Wow! Boom! Bang' the reports of bursting bombs came craining down the law. The groan changes of the law that trailed a down from the law.

a double string of triple lights that trailed a mile behind.

The rule had been estal lished that no whistles were to be blown until the fleet was passing under the bridge. Our steam vessels should at that time join in a grand whistle salute like to that given on other festive occasions, said the rule.

As the Nassau poked its nose into the shadew of the bridge Cayt. Osborn opened the door of the pict house and called: "No give it to her good and plenty."

Cayt. Molarren, who regularly command the Aassau, responded in good, hearty sailor fashion. He caught hold of the whisteleour days are the same of the court and seemed to forget about letting so.

t'ecord and seemed to forget about letting go.

Every tug in line then began to toot and shrek. Every ferryboat and other unid of craft that had a whistle started it going Even the battleships up in the navy y joined in the hubbub.

As soon as the Nassau had passed under the b idge it fired another rocket as a siznal for the parade to disband and the boats to take up such places as they could pick for viewing the fireworks. Most of them ran into Wallabout Bay.

When the fireworks started and the line of colored fire ran across the bridge leaving

When the fireworks started and the line of colored fire ran across the bridge leaving the fire picture of And ew H. G. een in the centre, all the whistles were let loose again. Then Mayor Low's picture was the signal for another mighty salute, followed Ly rousing blasts as McClellan's. McCarren's and Sulliven's faces were outlined. The warships tied up in the navy yard back of Wallabout Bay, turned on their s'archlights and played them on the fleet of tigs and on the bridge. of tugs and on the bridge of tigs and on the bridge.

All the fireworks features, the Niagara Falls and Hanging Gardens and the American Flag, received prolonged blasts of approval from the tugs.

When the "good night" piece was set off the captains gave one more whistle and scooted for home.

BRIDGE GUESTS AT LUNCHEON. Where Twenty-five Men Sat Down and 475 Stood Up to Eat. After the speechmaking at the plaza

was over, the city officials and a lot of other prominent people took carriages and went to the Hanover Club, at Bedford avenue and Rodney street, where a luncheon was served and a general reception was held. The luncheon was a stand-up affair for most of the 500 guests, but downstairs a table was laid for about twenty-five of the most flustrious. The proceedings there most filustrious. The proceedings there were informal and there were no appeches. Mayor Low sat at the head of a T-shared table with Borough President Swanstrom on his left at d Ex-Mayor Schieren of Brooklyn on his right. Among the others at the table, were Senator Mctarren, Martin W. Littleton, ex-Mayor Wurster of Brooklyn, Borough Presidents Cantor. Cromwell, Cassldy and Haffen. Alderman Holler, Leffert L. Buck, John Ahearn, Bridge Commissioner Lindenthal, Lewis Nixon, Julian D. Fairchild, Andrew D. Baird, President Daniel T. Wilson of the Hanover Club and Com-

T. Wilson of the Hanover Club and Com-missioner Redfield.

After the luncheon there was a good deal of enthusiasm and cordiality shown to Chief Engineer Buck, whom Bridge Commissioner Lindenthal has decided to remove. There were cheers for Mr. Buck, and the general impression given by the reception he received was that the action of the Bridge Commissioner isn't popular.
Mayor Low left the club at about 4:45
o'clock for Manhattan. Some of the Aldermen remained there until it was near time

HISTORY OF THE NEW BRIDGE. Longest of the Kind and the Biggest Mass of Steel.

The new bridge, which is the largest span suspension bridge of its kind in the world, was first proposed in 1892. The development of Bro k yn, especially in the lastern District, and the inadequate transit faciddes across the Last River brought it ab ut.

The Fast River Bridge Company first got the franchise for building the bridge, but for la k of funds could not carry it through. The matter then lay dormant for three years when, mainly through the efforts of Mayor Schieren of Brook yn. the Legislature passed the last River Bridge bill. A commission was app inted and it was decided that the old cities of New York and Brook vn should pay the Last River Bridge Company \$200,000 for the franchise.

When this had been done the site was selected, the plans made and the first actual work started on the Manhattan tower of the bridge on Oct. 28, 1896.

As most persons know, the bridge spans the last River from Delancey street, Manhattan, to South Fifth and South Sixth streets, Brock yn. Its total length from the street grade in Manhattan to the street grade in Bro k yn is 7,200 feet. The width of the bridge is 118 feet. In carrying capacity it exceeds any other bridge in the world. It provides for two eighteen foot readways, two footpaths, four street railway tra ki, two elevated railway tracks and two bicycle paths.

and two buyele pains.
The length of the main span is 1,000 feet, or just 5 feet 6 in thes more than that of the Brooklyn Bridge. The new bridge is 7,264 feet long, or about 1,275 feet more than the Brooklyn Bridge. The approach at the Manhattan end is 1,562 feet, and at the Brooklyn end, 971 feet. The Manhattan entrance to the bridge is at Grand and Willett streets and the Brooklyn entrance at Roebling street. t Roebling street. Naturally the building of the foundation Naturally the building of the foundation is the most important part of a 1,600-foot suspension bridge. If there is a fault in the superstructure it can be remedied after the bridge is built. The foundations of the new structure consist of timber caissons filled in with concrete. While similarly constructed, the dimensions of the caissons are not the same, because of the varying death of the case leaves the tiver surface.

tons of cable anchor steel were used, in addition to 1,500 feet of timber, 10,000 cubic yards of cement and 44,597 cubic yards of masonry. One ancho: age weighs 125,000

from which it had been fired came down to the mort of the more to the growds. There was a moment of real silence. In quick succession there were red flashes in midair. No showers of glowing sparks fell. No clouds of radiance lights, flanked by red and green side lights!

Way the desired that now the stream and, at the head of a feet that now numbered seven boats, took up at half the men were all protectives. There are four cables, their titl pull being 20,250 tons. Each cable has tit. type leading 20,250 tons. Each cable has tit. There are four cables, their titl pull being 20,250 tons. Each cable has tit. There are four cables and in most of them were all protectives and that the men were all protectives are found to the control of the care are found to t

Those wishing Planolas delivered before Christmas should make their selections at once.

The PIANOLA

THE STANDARD PIANO PLAYER

AN IDEAL CHRISTMAS GIFT

Planola should be seen by every one considering the immediate or future purchase of a plano player.

The Metrostyle will enable any one to play the rolls that I mark in the tempo of each composition as I interpret it. JOSEF HOFMANN.

I consider the Pianola is superior in every way to all other pianoforte-players. I am conviaced that no instrument can be considered complete unioss equipped with the Metrustyle. HAROLD BAUER

The Pianola is undoubtedly the greatest plano-player in the world.

The most striking feature of the Pianola is the Metrostyle. Without this the Pianola, it seems to me, would lack the one feature which makes it possible for those who have not studied must to learn to interpret artistically the great masterpieces. JOSEPH SLIVINSKL

THE PIANOLA brings pleasure to the entire family throughout the year.

It educates the children by making them familiar with and appreciative of the best music

It en arges the repertory of the wife and daughter and revives the interest of those who used to p.ay, who for lack of practice have lost their ability to do so.

It gives to the professional and business man the prize of mus cal training and all the pleasures which are associated with the actual pleasure of producing the music one's saif.

It enab es one to enjoy and study music without studying and acquiring technique. To all it opens up the mus.cal literature of the world. It makes accessible the classics of the old masters and

the latest light opera successes. The music of "Pars fal," upon which the attention of

New York is now centered, has been arranged for the Pianola and is, therefore, available to all Pianola owners, and is but one instance of the far-reaching advantages of this in-

The Metrostyle is the latest development of the Plancia and has distinct features which critics state will have as great influence on the interpretation of music as the Pianola itself has had on its techn que. This instrument should be seen by every one contempla ing the purchase of a piano-player. It is on exhibition and for sale on the fourth floor of Acolian Hall

Pianola \$250.

Pianola with Metrostyle \$300. Purchased by monthly payments if desired.

The AEOLIAN COMPANY, ABOLLAN 362 Fifth Av.

Seling Atonts: FREDERICK LOESER @ CO., Brooklyn; LAUTER CO., Newsrk Acolisn Hall will be open Monday evening until 10 o'clock for the accommodation of purchasers.

Great care had to be taken to protect the wires from exidization.

The steel towers rise 332 feet above high woter. They will be increased in height by twerty feet when the ornamertal cape to cover the cable saddless are put on.

A distinctive feeture of the new bridge, leaving aside its great size, is the amount of steel used in its contruction. The two towers contain 13,048 times of steel. The girders in the Brooklyn approach weigh 6,085 toms and in the Manhatth approach 10,530 toms. There are 5,000 times of steel in the cable and other fixtures, and the cettal span contains 7,772 times of steel. Taking into consideration steel used in other path of the structure, the total amount in the bridge is about 40,000 toms.

The minimum height of the structure above mean high water at the pierhead line is 122 feet. The minimum height above mean high water for 200 feet on each side of the centre of the main span is 155 feet. The height of the main span is 155 feet. The height of the main span is 155 feet.

The height of the main span is 155 feet.

The height of the main span is 155 feet.

The height of the main span is 155 feet.

About 8,000 cubic feet of timber, 10,000

tures feet.

About 8,000 cubic feet of timber, 10,000 cubic yards of concrets and 45,000 cubic yards of time masonry were used in the construction of the bridge. Taking into consideration the cost of the land and the construction of the bridge, the outay will be about \$30,000,000. The New York tower foundation cost \$13,463; Brooklyn the foundation cost \$13,463; Brooklyn the foundation cost \$13,248; Brooklyn the foundation cost \$13,200; as and shore spans, \$1,222,726; capies and suspenders, \$1,395,000; approaches, \$2,411,000, and the main span's suspended system, \$1,123,400.

On Nov. 11, 1902, a fire started 350 fect up in the air on top of the Manihettin tower. up in the air on top of the Manhattan tower. It spread to the woodwork of the foct bridges suspended from the cables, and red hot bars of molten metal fell into the streets

under the bridge and into the river. An inspection of the main cables and saddles showed that only the outer layers of the wire in the cables had been affected by the The injury to the cables was entirely repaired in a short time and work on the The bridge was designed by Leffert L. Buck, who has had giest experience in bridge building. He spent a number of years in railroad and oridge building in Peru, and returned to this court y in 1877. Then he supervised the reconst action of the original railroad and highway suspension bridge at Niagara Falls, finally building the new attracture that was put up in 1895. He built two bridges across the gorge of the Genesee River in Rochelter, and he designed bridges across the white and Yakima rivers in washington.

COP'S TUSSLE WITH RUNAWAYS. Gallant Deed in Bridge Crowd About Which the Doer Kept Stient.

While the bridge opening ceremony was going on in Brooklyn yesterday afternoon Sergt. Quigley of the Herbert street police station stopped a runaway coach team in Broadway near Driggs avenue. The driver was Arthur Eastman of 61 Arlington avenue, Brooklyn, and the occupants were three members of the Twentyfirst Assembly District Democratic Association, Lewis Levine, Abe Barach and

C. Duniff.

The team had just passed Holler street at the plaza when it became frightened at the elevated train and boiled. Both sides of the street were crowded with women and children. Eas man was unseated, but he held on to the lines, and after being trampled held on to the lines, and after being trampled he went under the coach.

The runsway horses dashed into the crowd, Sergt. Quigley saw the team approaching, and ran toward the horses and seized their heads. He was dragged along for fifty feet before he stopped the team. Quigley and the driver were more or less cut and bruked.

Quigley made no report of the incident, but rolice Inspector Baldwin heard of it and sent for him. When Quigley admitted that he had stopped the runaway he was orderd to make a special report.

WOULDN'T HOLD 15 PRISONERS. They'd Been Picked Up to Keep Them From

the Bridge Opening Crowds. Delective Sergean's Krauch and Firneisen brought fifteen prisoners to the Essex Marke, police cour, yes erlay morning and asked Magis ra e Deuel to lock them up as "suspicious persons" un il to-day so they could not work in the crowds a. tending the bridge celebra ion. The detec ives said that the men were all pro-

not sure that the men had ever teen convic ed of a crime.

"I would like to help the police all I
could," said the Maxis rate, "but to hold
these men on such a varue and general
charge might be construed as an abuse of
authority. I will have to discharge them,
but if you officers see any of them in the
crowds I suppose you would have the
privilege of looking them up again."

HOLD-UP MAN AFTER \$1,500. Knocks Down a Messegner Who Had Been to the Bank-Didn't Getit.

BOFEO, Dec. 18 .- In broad daylight a hold- p man knocked George Reames on the head with a piece of lead pipe in Fart Hill Square this forencon and tried unsuccessfully to robh m fo \$1,5.0. is a clerk in the office of the moulding Manyfacturing (bmpany, and went to the be to draw money for the pay roll. As he thrned to enter the company|s ffice sbme? thing h t him on the head and he fell into

Although partly stunned Yeames rose and grappled with his assailant. The thug again struck Yeames and this time in the face, but before he could get the wallet full of money from the victim theapproach of other people frightened him away. After of other people frightened him away. After Yeames revived sufficiently to talk cher-ently he was closely questioned by the

Headquarters men are inclined to believe that the man who did the job was at one time employed by the golding company and was aware that Yeames went to the benk to draw out the money. They strengthened this theory by saying that the robber knew the exact time that the clerk would return. Other policemen think the

USED J. D. PEABODY'S NAME. Young Man From New York Arrested for Swindling Boston Merchants.

Boston, Dec. 19.—A young man who gave his name as Harry W. Thompson and his residence as New York was arrested vesterday afternoon at the Hotel Lenox, charged with attempted larceny from several local business firms. He arrived in Boston yesterday forenoon and first registered at the Parker House. Later in the

istered at the Parker House. Later in the day he went to the Lenox Hotel, using the name of J. D. Peebody of Peabody Brcs., 22 Mercantile street.

Every one at the hotel thought he was a young millionaire, so lavish were his tips and so extraordinary was his clothing. Thompson then went to several stores, ordering different goods and directing that they be sent to the hotel. One of the firms became suspicious and called up Mr. Peabody, who disclaimed all knowledge of the man. The arrest then followed.

The prisoner said that he met a man New York who told him that the Peabody family was well known here, and after looking through the directory that selection was made. Thompson told the police that up to a week ago he was employed as a stenographer in New York, but lost his place and headed for Boston. He was riven a three months sentence at Deer Island on a vagrancy charge.

Deer Island on a vagrancy charge. Coming From Chicago to See "Parelfal." CHICAGO, Dec. 19 .-- A party of Chicago CHICAGO, Dec. 18.—A party of Chicago musicians and music lovers will leave for New York on Tuesday to attend the first presentation of "Parsifal." Included in the party will be Mr. and Mrs. Sigmund Zeisler, Dr. and Mrs. Joseph Zeisler, Mr. and Mrs. Lyman A. Hatton, Mr. and Mrs. Karleton hackett, Rudolf Ganz, Prof James Laurence Laughlin, Prof. Joseph P. Iddings. Judge Julian W Mack, Mrs. Serena Swabacker, Carl Stampoffeki and Joseph Rosenfield.

THE MOST NUTRITIOUS. An admirable food, with all its natural qualities intact. fitted to build up and maintain

EPPS' Gives Strength and Vigour.

robust health, and to resist

winter's extreme cold. It is

a valuable diet for children.

GRATEFUL-COMFORTING.

search among the buried cities in western Afghanistan and Crimea. The expedicion is one which has long been under con-

TO EXPLORE IN CRIMBA.

Party of Scientific Men About to Engage

in Extensive Excavations.

of scientific men will start from Boston to

Boston, Dec. 19 .- On Jan. 2 an expedition

Last year Mr. Pumpelly of Newpor I., journeyed to Russia with Prof. Day of Harvard to look over the ground and to obtain permission from the Russian Government to make the desired investigations in the territory.

The expedition is provided with funds by the Carnegie Institution. Its members include Mr. Pumpelly's son, who will superintend the bibliographical work of the enterprise, and three assistant archieologists. They will meet the senior Mr. Pumpelly in

the necessary arrangements for their work and thence will proceed to the place where they will begin to make excavations. The

region has never been searched before.

Furniture of the Quiet, Restful Kind

is gathered to beautiful expression in our creation of pieces for a perfect Library. The "Kensing on" Sofa with its strong suggestion of ease and great durability, the deep seated "Whispering" Chair with its soft cushions, the "Independence Table in graceful oval contour-are pieces that have a well defined meaning for pure design and detailed construction. Mehogany in the beauty of its deep toned color is used to perfect advantage in these pieces.

Grand Rapids Furniture Company 34th Street, West, Nos. 155-157. "Minute from Broadway.

MARRIEU.

BLISS-LOVELL -- At Crowley, La., Dec. 19, 1905. Anna Shafter Lovell of Crowley, La. OLLER-BLISS .- At Hartford, Corta., on Dec. 16, 1908, by the Rev. William De Loss Love. Alice Elizabeth, daughter of Watson H. Buss. to Richard Emlem Boller of East Orange. N. J. POSTER-MANDEVILLE -- On Dec. 19. 1903. 45 South Orange, N. J., Jane Rice Morgan, daugh-ter of Jonnie James in Mandeville, to Jay Stanley Poster.

DIED

CAMBRELENG -- On Saturday, the 19th tast Stepaen Cambreleng and Alfred Outvill. Puperal services in the Caurea of the Association Sth av. and 10th st., Munday afternoon at 2 o'clock.

LORING .- At Brookline, Mass., Dec. 17, 1308. Sarah Loring, oalld of Atherton and Anal Sawyer Loriag, aged 15 montas 20 and s. MORRISON.—At the residence of his brother,
James Morrison, Boston, Mass., George B.
Morrison.
Notice of funeral in Monday's paper.

STARRING .- On Friday, Dic. 18, 1803. Starring, beloved wife of Gen. F. A. Starring Puneral services at the Church of the Incar-nation, Monday at 10 o'clock A. M. Inter-ment private at Woodlawn Cemetery. TAYLOR .- On Wednesday, Dec. 16, 1903, at his residence, 2005 O st., Washington, D. C. Ma, J. Alfred B. Taylor, U. S. A. Puneral services were held in St. Paul's Caurea.

Washington, on Friday morning. WHITE .- On Saturday, Dec. 19, 1903, James William at his residence, 133 East 45th st day, Dec. 21, 1903, at the above address. ment at Rye. N. Y.

(EMETERIES. Mausoleum above ground. Omoe, 25 Broad St. DRIFTING JAPAN I

LONDON, D the Far East during the know of the

virtually not position app present Russ only too goo succeed if she Japan's pa lowever, tha will, in the compelled be consion to the

HOPE better inform Tokio. High vately expre begin in the unvarying a tions of peat taken person those qualit necessary is but no one h of his devoti he has alway self. It dos is on the ver in the pres cipitate it w promises ma of peace, the

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at Lloyds hours. The According in official o and secret to the Chin will be imm ish Foreign with the cr tions have British legs

WHER COLOGNE, St. Petersb Gazette, te Japanese 1 Japan flatly ment of any garding co tions. Russia's Corea and t protection wostok and

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vincial tro recalled. of the Japa Yamane. with Yuar province of Although in China is of succes Imperial to are hampe ings of in Chinese Go Promine fidently d will prove if such is

> ILLN TORIO. tionof Lar note has expected i

HAVRE, villy, Car Philadelph at the la the crew was abandat Dieppe.